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THE ILLUSTRATED WAR NEWS



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The Illustrated War News.



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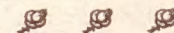
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The Illustrated War News.



WITH ITS COVER BLOWN AWAY: AN ARMoured CUPOLA OF A MAUBEUGE FORT WRECKED BY A GERMAN SHELL.

Photo. by C.N.

THE GREAT WAR.

IN dealing with the events of the last seven days let us dispose of the minor ones—the incidents—first, on the principle that the stage-entry of the chief personages in a drama is always preceded by that of the subordinate characters.

In the naval domain of the war it was gratifying to learn that one of our cruisers, the *Yarmouth*, in the waters of Sumatra, had fallen in with and sunk the *Marcomannia*—a Hamburg-America liner, acting as armed collier of the German cruiser *Emden*, which had committed so many depredations in our East Indian seas, and before long this commerce-destroyer is sure to meet with the same fate.

At the same time, in the neighbourhood of Kaiser Wilhelm's Land, north-east of Australia, we captured a German sailing-vessel which was found to have on board a complete wireless installation—a means of communication of which the Germans have been making wonderful use, and without which the doings of the *Emden* would have been impossible. It was only a small sailing-ship—presenting a most harmless appearance, like the German soldier-spies disguised as cassocked priests and blue-bloused peasants, but its hold revealed a precious secret for all that. In fact, there is no German phenomenon of any kind within the whole arena of the war that is not worth while inquiring the meaning of.

There's nought so small that on the earth doth live
But to the earth some special good doth give.

as Shakespeare says; and, *mutatis mutandis*, the same remark applies to the usefulness of every living German—in other lands as well as his own—in one way or another to his country's military power—a truth which is at last beginning to dawn upon the minds of our own authorities, as evidenced by the increasing severities of their



THE GERMAN GENERAL WHOSE LIFE-STUDY HAS BEEN THE MASURIAN LAKES: GENERAL VON HINDENBURG.

The reverse sustained by the Russians near Osterode at the beginning of September was mainly due, it is said, to the strategy of General von Hindenburg. He lured them into the marshy district known as the Masurian Lakes, of which he has made a life study for military purposes.



A LEADING ITALIAN PRO-GERMAN DEAD: THE LATE MARQUIS DI SAN GIULIANO, ITALIAN FOREIGN MINISTER.

The Marquis di San Giuliano, who was a supporter of the Triple Alliance and of pro-German influences in Italy, died at Rome on October 16. He first became Italian Foreign Minister in 1905, and from 1906 to 1910 he was Ambassador in London.

Photograph by Stanley.

measures against espionage. But these are not yet half severe enough, and will remain so until a "clean sweep" is resorted to—the more so, as the minds of our public men and military critics are now beginning to be exercised by possibilities of an attempted invasion; and what could be more favourable to the success, or at least promotion, of such a raid than the presence of a large number of enemy aliens in our midst—whether naturalised or not does not matter a straw, since racial blood is ever thicker, or at least warmer, than national veneer. The man who proves a renegade to his own country—or "strips it off him like an old coat," as

Bismarck once said of German emigrants—is not likely to boggle about turning this coat once again, or turning round and seeking to betray the country of his adoption should self-interest, or the itching of his inner skin, prompt him to do so. "Let every Briton," says one robust writer, "remember the fate of Antwerp; how Germans established themselves in that city and betrayed it."

To the naval setbacks experienced by the Duplice Allies above referred to must also be added the sinking of four German destroyers off the Dutch coast by just as many similar craft of our own, of the "L" class, headed by the new light cruiser *Undaunted*, with but very slight loss to us—a proof that when our sailors can catch the enemy in the open, they never fail to respond to the "Nelson touch."

Then there was the burning of a new Austrian Dreadnought at the Monfalcone building-yard near Trieste, a few days before it was to be launched, and the damaging at the same time of six destroyers. The scaffolding supporting the vessel caught fire, just as that at Rheims Cathedral had also done, but the cause of conflagration was not the same

in both cases. It was German shell-fire which kindled the flames at Rheims; but at Trieste it was suspected that Italian incendiary might have been accountable for the other disaster, which was slight, however,

(Continued overleaf.)



USED BY THE GERMANS AS A BASE OF PREPARATIONS FOR THE ATTACK ON ANTWERP: MALINES AFTER BOMBARDMENT.

The ancient city of Malines and its cathedral have suffered severely, more than once during the war, from bombardment by the Germans. Eventually it became their base of operations for the final advance against Antwerp. Malines became untenable by the Belgians when the Germans made their forward movement on September 26, and on the following day, after a preliminary bombardment, the Germans

occupied it and prepared for the attack on Antwerp. The cathedral of Malines had already been considerably damaged by German shell-fire in previous attacks on the city. All the stained-glass windows had been destroyed. Several shells passed through the nave, wrecking one of the fine Gothic arches and damaging the pulpit, while another passed through the spire.—[Photo. by C.N.]

in comparison with the other calamity in Champagne. A Dreadnought can be rebuilt, but who shall ever restore a Rheims Cathedral? Still, the conflagration at Trieste had a serious significance in view of the "Irredentist" movement which is more and more carrying away the Italian people, and there must be a lot of Italian workers in the dockyards of Trieste.

On the other hand, as a somewhat serious offset to all those naval incidents in our favour must be regarded the sinking of another of our minor cruisers, the *Hawke*, by a German submarine in the North Sea—the ninth of our war-craft of various kinds thus lost; while the corresponding debit list

of the Germans is sixteen, apart from the sterilisation of the *Goeben* and the *Breslau*. Still, the *Hawke* disaster must give us "furiously to think," and make us recall the warning of Sir Percy Scott as to the relative value of Dreadnoughts and deadly submarines. At the same time, be it not forgotten that at present our Grand Fleet is accessible to the German submarines; while, on the other hand, the German Navy remains invulnerable in its fortified harbours, like rats in their holes, and Mr. Churchill does not yet seem to have devised any means for carrying out his threat of getting them ferreted

or "dug out." Pass we at a bound from the Adriatic and the North Sea to the Black Sea, where the situation is not at all clear, though the Russian Fleet from Sebastopol has been cruising up and down off the coast of Roumania and delivering an autograph missive from the Tsar to the new King, Ferdinand, who may be less unwilling than his late father to yield to the wish of his subjects and throw in his lot with the Triple Entente, seeing that he, too, is troubled with a "Roumania Irredenta" question, for the solution of which a better opportunity than the present will never present itself.

The mystery of the Black Sea is further deepened by the excursions which have recently been made upon its stormy waters by the *Goeben* and the *Breslau*—excursions which have been explained as mere trial trips undertaken for the satisfaction of their new proprietors, the Turks, just as a plausible horse-dealer, with bridle in one hand and whip in another, will run a hunter briskly up and down before the eyes of an intending purchaser in order to reassure him as to the going merits of the mount before the bargain is closed. It is not yet even quite clear whether the wily Ottomans are the real, or only the nominal, owners of the two German battle-ships which so unaccountably eluded our vigilance in the Mediterranean and sought refuge in the Dardanelles, but there certainly seems to have been a good deal of hanky-panky in connection with the disposal of the two vessels. The Germans have already shown that they are a people who will stick at nothing, though in this respect the crafty sons of the Prophet have little to learn from them or anyone else. What emerges clearly from an environment of doubt is that the German



"SHAMEFULLY AND TRAITOROUSLY GONE OVER TO THE ENEMY": LIEUT.-COL. S. G. MARITZ, LEADER OF THE CAPE REVOLT.

Lieutenant-Colonel Maritz, who went over to the Germans of South-West Africa, with his officers and men, was in command of the Union forces in the North-West of the Cape Province. A strong force has been sent against him.—[Photo. by Illus. Bureau.]



"AS ONE UNDER AUTHORITY": THE EX-WAR MINISTER, COLONEL SEELY (ON THE LEFT), AS AN OFFICER AT THE FRONT.

Colonel Seely, the ex-Secretary for War, is now in the curious position of being under the command of men whose administrative chief he formerly was. He has given many proofs of his courage in times of peace, especially in lifeboat work.—[Photo. by Illustrations Bureau.]

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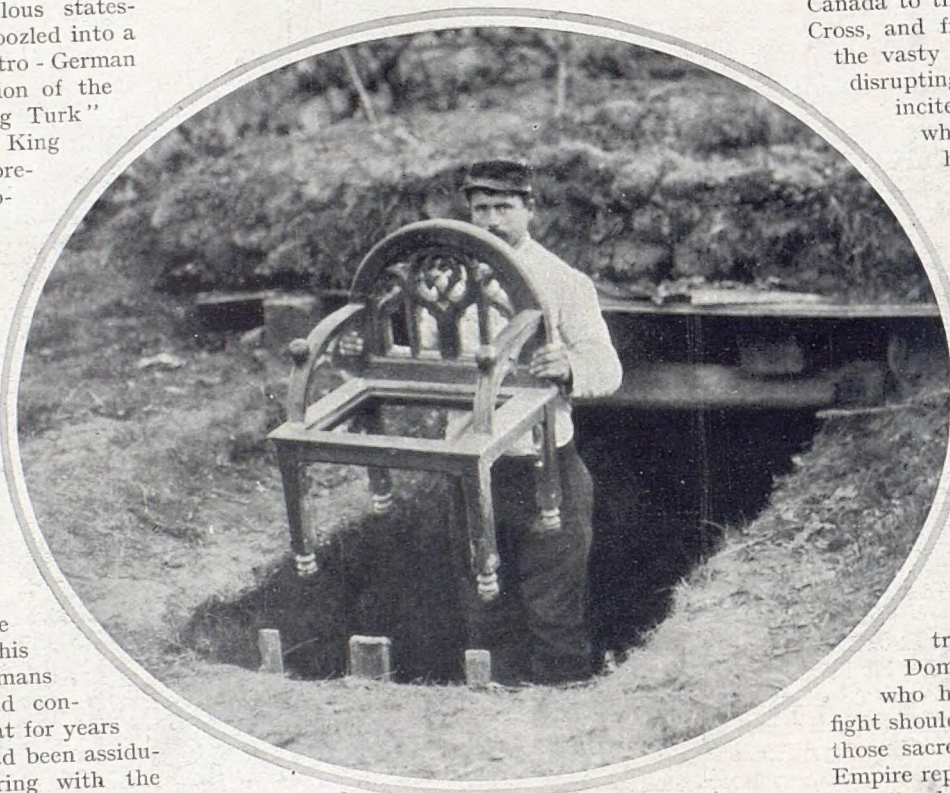


A FORTRESS AGAINST WHICH THE GERMANS ARE ACCUSED OF PREPARING GUN-SITES DURING PEACE : ABANDONED FRENCH GUNS AT MAUBEUGE.

The main German attack on Maubeuge was delivered to the north and east of the town, and three of the forts, as well as some earthworks, were destroyed by the heavy German siege-artillery. Some of the forts had to be surrendered in twenty-four hours, while others held out for over a week, thanks to their turrets, of armour and reinforced concrete. It was said that the Germans used eight of their

big 42 cm. (17-inch) guns against Maubeuge, and it has been alleged that concrete platforms were prepared for these in time of peace on ground bought in 1911 on behalf of Messrs Krupp, and used for engine-building works. The abandoned French guns shown in the photograph were of an almost obsolete type. The breech-blocks were removed before the weapons were left.—[Photo. by C.N.]

policy of winning over the Turks to their interest has been very much more successful than their Press campaign of captivation in the United States, which has completely failed; and that for certain inducements—of which we shall only learn the details later, but which probably include the promise of a recovered Egypt—the credulous statesmen of Stamboul have been bamboozled into a sort of sympathy with the Austro-German cause. The attempted assassination of the two brothers Buxton by a "Young Turk" at Bucharest, on the occasion of King Charles's funeral, is a proof of the present mental attitude of such corrupted Ottomans towards Germany's foes. Perhaps, indeed, the most staggering revelation in connection with the war is the extent to which the Germans have been practising underground intrigue against England, so as to supplement their open hostility by what might be called the "submarine warfare" of diplomacy. The latest manifestation in this respect came from South Africa, where the rebellion of the ex-Boer leader, Colonel Maritz, at the head of his commando in the north-west of Cape Colony, and his secession to the side of the Germans in South-West Africa, for a solid consideration in money, showed that for years back the German Government had been assiduously, and insidiously, tampering with the loyalty of our fellow-subjects in the sub-continent. Never did this continent better deserve the designation of "Dark" than in connection with those vile German intrigues, which conclusively proved, better than anything else has done, that Germany had set her heart on, and was deliberately preparing for, war with us long before those fateful and precipitating assassin-shots rang out in the cobbled streets of Serajevo.



ONE OF THE SEATS OF THE MIGHTY! A CHAIR BROUGHT UP FROM AN UNDERGROUND SHELTER SAID TO HAVE BEEN DUG FOR THE GERMAN CROWN PRINCE.

When the Germans were driven out of the village of Villers-aux-Vents, some elaborate excavations were found behind a house said to have been occupied by the Crown Prince. It is supposed that this underground burrow was designed as a refuge for the Prince and his Staff from shell-fire. The chair had been taken from the village church.

[Photograph by Illustrations Bureau.]

It has been the policy and hope of Germany to disable the British Empire as an opponent by disrupting it through diabolic intrigue. But the best reply to these Satanic efforts is the swiftness and unanimity with which that far-flung World-Empire has rallied to the common flag: rallied from the snow-clad forests and plains of Canada to the sunny prairies of the Southern Cross, and from the Himalayan Mountains to the vasty veldt of South Africa. Far from disrupting our Union there, the Germany-incited rebellion of Colonel Maritz—

which will very soon be crushed—only had the effect of provoking all the Dutch and British elements constituting its basis and its strength to an overwhelming expression of devotion to our Imperial flag; and soon thereafter Plymouth Sound was the scene of a more significant and epoch-marking event than it had ever witnessed since the departure of the "Pilgrim Fathers" in the little *Mayflower* to their selected home in the New World.

This scene took the form of what might be called the return of our "Pilgrim Sons," in many huge transport-ships—sons of our mighty Dominion in that same "New World" who had volunteered to come over and fight shoulder to shoulder with us in defence of those sacred principles whereon our common Empire reposes. For ours is an Empire more broadly based, and more solidly cemented, than the one which has long claimed to be a bulwark of peace, but which has now proved itself, under the "modern Attila," to be a foe to right and justice, and a curse to humanity.

Shortly before the arrival of our first Canadian volunteers at Plymouth, our Indian contingent of 70,000 men had been safely

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THE CHARGE OF THE IRON BRIGADE: WRECKAGE OF FIVE BELGIAN LOCOMOTIVES SENT UNCONTROLLED AT FULL SPEED TO BLOCK A LINE.

Our photograph illustrates not a railway disaster in the ordinary sense, but an "accident" purposely caused with a military object. During the operations before the fall of Antwerp, it came to the knowledge of the Belgians that fresh German troops were being brought up by train from Malines, and a novel method of checking their advance was devised. A force of five locomotives was set in motion along

the line towards the Germans, the plucky drivers in charge jumping off after putting on full speed. Then this new form of heavy brigade thundered along uncontrolled in a wild charge against the enemy. The result was a terrific smash, at a point where the engines all left the lines, and the permanent way was thus effectually blocked.—[Photograph by C.N.]

transported from Bombay—a marvellous achievement, and a wonderful proof of our sea-power—and landed in France, partly at Marseilles, where the native portion of the contingent stepped ashore, and the other (or British portion, presumably) at some other point or points north-east of the Bay of Biscay.

"British troops," we learnt recently, "are now on the left of the Allied line"—in France and Belgium, their flank resting on the sea within sight of the chalky cliffs of Dover; and there can be little doubt that these troops are the very flower of the British Army—hardened, well-seasoned, supremely well-trained battalions, whose superiors are not to be found in any army of Europe.

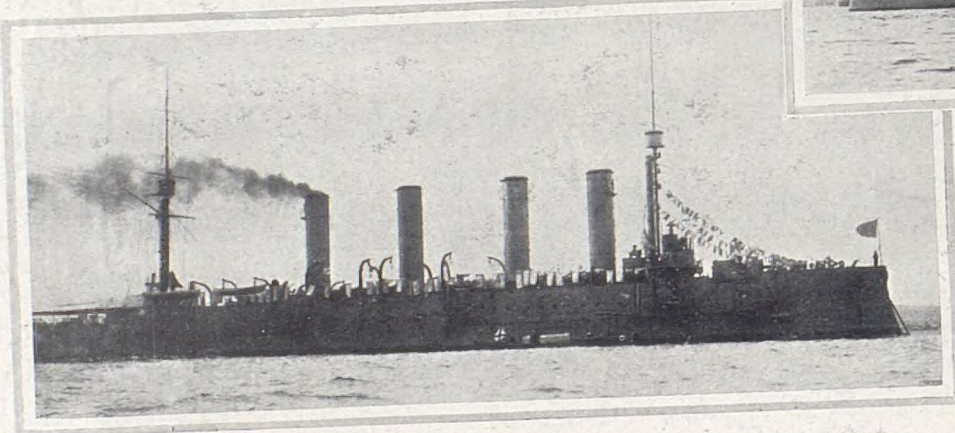
The German line now stretches from Belfort, on the Swiss frontier, to Ostend, on the English Channel; and the question whether this line is to assume a flowing or an ebb-tide form must soon be decided. The answer to this question is fraught with most momentous issues; but, even if it be decided against

war" has even been heavier on the Vistula than in the region between the Sambre and the Somme, but now we shall not have to wait long for the lifting of the mist.

As far as concerns the past as distinguished from the present, the "fog of war" referred to has (as we write) been dispelled by two soldierly-simple and luminous despatches from Sir John French, dealing with the fighting—first on the Marne, and then on the Aisne. How



CAPTURER OF TWO OF THE "EMDEN'S" SATELLITES: H.M.S. "YARMOUTH."
It was announced on the 16th that the "Yarmouth" had sunk the German Hamburg-Amerika liner "Markomannia" near Sumatra, and had captured the Greek steamer "Pontoporos." Both vessels had previously been accompanying the German cruiser "Emden," the "Pontoporos" having been captured by her.—[Photo. by Symonds]



SUNK BY A GERMAN SUBMARINE: THE RUSSIAN CRUISER "PALLADA."
The Russian armoured cruiser "Pallada" was sunk in the Baltic on October 11, with all hands. She was completed in 1910 and had a displacement of 7775 tons. It was stated afterwards that two of the German submarines were sunk.—[Photo. by L.N.A.]

us for the present, we shall not be at the end of our resources. It is not only on the fair and fertile fields of France that history is being made, but also on the vasty plains of Russia, where the "fog of

severe this was in the case of the latter river, the line of which we successfully held for nearly four weeks against all the fierce assaults of our foes, may be judged from the fact that our losses in killed, wounded, and missing amounted to 13,541, including 561 officers.

No wonder that our brilliant Commander-in-Chief should have submitted to Lord Kitchener a quite exceptionally long list of doers of distinguished deeds—who now enjoy the proud honour of having thus been "mentioned in despatches"; and that he also should have remarked that

"the Battle of the Aisne has once more demonstrated the splendid spirit, gallantry, and devotion which animates the officers and men of His Majesty's Forces."

LONDON, OCTOBER 19, 1914.



GAME TO THE LAST ALTHOUGH FACING GREAT ODDS: BELGIAN CAVALRY EVACUATING GHENT IN GOOD ORDER.

The heroic Belgian Army withdrew from Antwerp in good order for the most part. The troops made their way by rail and road towards Ghent and Ostend practically unbroken, except for the corps cut off and compelled to cross the Dutch frontier. Although any serious stand in the open field against the overpowering numerical preponderance of the enemy was impossible, a gallant rear-guard fight was

made near Ghent, and a sharp check inflicted on the pursuers. Our photograph of the Belgian cavalry falling back through the city in unimpaired military formation, testifies of itself to the state of the moral of King Albert's brave forces. The Belgian Government described the retreat as one "of which the order and dignity were irreproachable."—[Photograph by Farrington Photo. Co.]



THE SAVING OF SOLDIERS WHO FALL IN BATTLE: HOW THE WOUNDED MAN IS REMOVED FROM THE

Immediately a soldier falls wounded, the medical officer of the man's battalion, whose duties keep him throughout practically up with the firing line, attends to him as quickly as he can, and gives first-aid treatment. The wounded man is picked up by his company's stretcher-bearers (each infantry company is provided with its stretcher with bearers), or by the nearest party from the Bearer Company of the Royal Army

Medical Corps, assisting the battalion bearers. A Bearer Company with its own stretchers is attached to every Brigade. In action the stretcher-men keep moving close in rear of the firing line, picking up men as they fall. Each wounded man is taken off to the Dressing-Station, as near as convenient in the rear, whence, after further attention, he is removed in one of the Bearer Company's horsed or motor ambulances in

SCENE
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THE SCENE OF THE FIGHT TO THE DRESSING-STATION THE CLEARING HOSPITAL. AND THE BASE HOSPITAL.

attendance to the Clearing Hospital still further to the rear. There the case is examined by a senior officer of the R.A.M.C., who operates, if necessary. From there the wounded man is removed by train to the Base Hospital, where arrangements are made, according to the gravity of the man's injuries, for shipment home. Our first illustration shows a wounded man, picked up on the battlefield, being borne to the Dressing-

Station; the second shows the man being attended to at the Dressing-Station; the third, his arrival at the Clearing-Hospital; and the fourth, the entraining for the Base Hospital. The organisation, the equipment, and the routine of the R.A.M.C. are alike admirable, and its work is done with the precision and promptitude of a machine—plus human sympathy.—*Drawings by A. Forstner.*



ANTWERP AFTER THE BOMBARDMENT: HOUSES WRECKED CLOSE TO THE CATHEDRAL, AND OTHER DAMAGE DONE BY GERMAN SHELLS.

The bombardment of Antwerp injured the city less than had at first been feared. The fact that the Cathedral escaped was apparently due more to good fortune than any pious intentions of the Germans, for much damage was done close by. In the Place Verte, for instance, the Café Royal and the Hôtel de l'Europe were destroyed, as well as part of the Marché aux Souliers, or Shoemarket. In all about

200 houses were wrecked. The report that the Palais de Justice had been destroyed proved incorrect. Our photographs show: (1) The Grand Hotel—showing a German flag; (2) Houses demolished in the Rue du Peuple; (3) Ruins of the Marché aux Souliers, with the tower of the Béguines Prison; and (4) The Rue de Coblenz, in the British residential quarter.—[Photographs by Underwood and Underwood]



CHALKED UP WHEREVER POSSIBLE: NOTICES AS TO THEIR WHEREABOUTS SCRAWLED ON A WALL BY REFUGEES FROM ANTWERP.

Driven from their homes by the German bombardment, many thousands of refugees from Antwerp made their way into Holland, tramping along the roads in an endless throng. In the confusion and the crowd many became separated from their friends, and pitiable scenes were witnessed. Mothers were searching for lost children whom perhaps they would never see again. Some of the fugitives devised

an impromptu method of communicating with lost friends and relatives. At the Dutch frontier town of Roosendaal they wrote up in chalk on a wall, and on all sorts of other places, the addresses or destination to which they intended to go, on the chance that the missing friend might pass that way. The Dutch treated the refugees with the utmost kindness, and took many into their houses.—[*Newspaper Illustrations, Ltd.*]



THE NAVY'S ANTI-AIR-CRAFT ARMAMENT: A GUN ON HIGH-ANGLE MOUNTINGS POINTED SKYWARDS FROM A BRITISH WAR-SHIP.

It is reassuring to know, from illustrations such as these, that the Navy is fully alive to the menace from the air. These very interesting photographs were taken in South African waters, and show gunnery tests on board a British war-ship with a gun on high-angle mountings. The target was a kite. Our readers may remember that when the "Illustrated London News" gave, in March last, an illustration

of the "Iron Duke," now Sir John Jellicoe's flag-ship, it was noted that two 12-pounder guns on high-angle mountings for use against air-craft were carried by that ship. That was months before there was any prospect of the present war. Since it began gunners on land have had considerable experience in firing at aeroplanes, air-ships, and captive balloons. In practising with kites as targets in time of

(Continued opposite.)



Continued. HOW THE NAVY IS PROTECTED AGAINST AIR-CRAFT: GUNNERY PRACTICE ON A BRITISH WAR-SHIP AGAINST AN AERIAL TARGET. peace it has been found difficult to obtain conditions approximating to those of war, for a towed kite, keeping much the same height and pace all the time, is easier to hit than an aeroplane. In "The Aeroplane: Past, Present, and Future," by Claude Grahame-White and Harry Harper, among the conditions of hitting air-craft it is stated "that the gun should be aimed, not at the machine itself, but at some point in front of it, the distance of which: from the machine at the moment of firing is dependent on the speed of the machine, the speed of the projectile, and the distance from the gun." Another point is to avoid firing so that the shell may drop on friends, on sea or land. Photograph by Illustrations Bureau.]



CARRYING A MACHINE-GUN FOR AIR-DUELS: AN ARMED AND ARMOURED MONOPLANE.

Although, as far as is known, armoured aeroplanes carrying machine-guns have not been used on either side during the war, craft of the type shown in our illustration were proposed in the spring of this year by the French War Office, and orders given for the construction, experimentally, of two. They are intended for use against those air-ships carrying machine-guns which the Germans were stated last

year to be building. The new aeroplane was to be a monoplane, carrying a pilot and a gunner. The pilot is seen in our photograph with his head clear of an aperture in the armouring of the body. The gunner stands behind a shield on which the machine-gun is pivoted, and the attack would be delivered after gaining a position well above the hostile air-ship.—[Photograph by C.N.]



ABANDONING OSTEND: AN ARMED BRITISH SOLDIER GUARDING THE GANGWAY.

Belgian refugees left Ostend in their thousands last week, many of them crossing to Folkestone. Our photographs were taken on the quay at Ostend as the last boat was waiting to leave the port. Some 5000 refugees arrived at Folkestone last Thursday, in addition to thousands who had previously come from Antwerp and elsewhere. Among them were a few Belgian soldiers, some wounded, and others



ABANDONING OSTEND: BELGIAN CYCLISTS BOARDING TUGS WITH THEIR MACHINES.

come to England for a rest before returning to the front. The collier "Kenilworth" alone brought 2600 people, packed on the decks and suffering greatly from hunger and thirst. The captain had taken off all the people who were left on the quay at Ostend. Another steamer from Ostend took a large number of Belgian soldiers and gendarmes to Calais before crossing to Folkestone. *Photo: G.P.U.*



THE REMOVAL OF THE BELGIAN GOVERNMENT TO FRANCE: OFFICIAL PAPERS AND BOOKS BEING CARTED AWAY FROM ANTWERP.

The Belgian Government issued the other day a proclamation, in which it said, *inter alia*: "On pain of serving the interests of the invader, it is important that the Belgian Government should provisionally establish its seat in a spot where it can . . . assure the continuity of the national sovereignty. . . . It will establish itself provisionally at Havre, where the noble friendship of the Government of the French

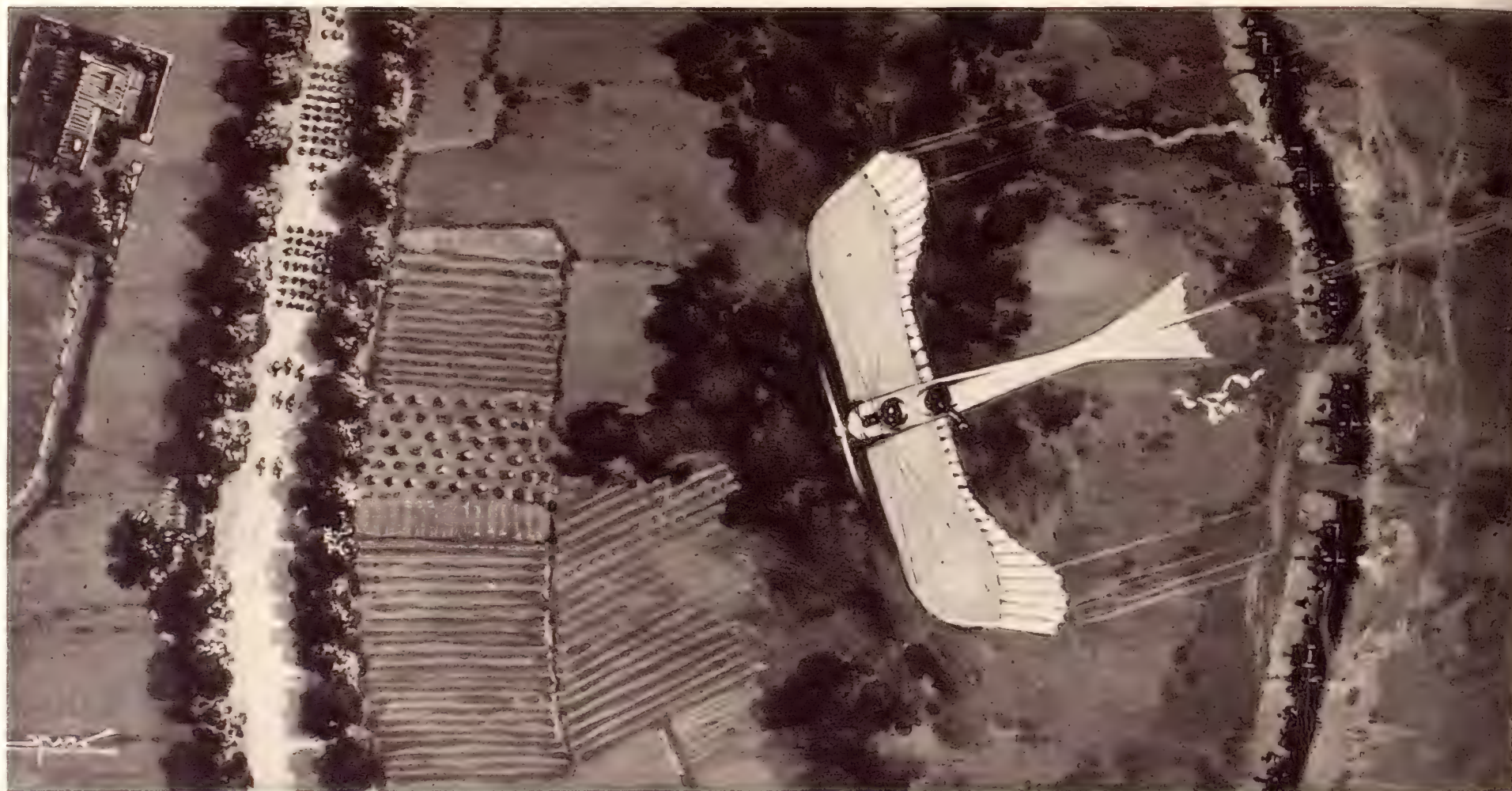
Republic offers it, together with the full enjoyment of its sovereign rights, the complete exercise of its authority." To the offer of M. Poincaré and the French Government, King Albert had already replied: "We await the hour of mutual victory with unshakable confidence. Fighting side by side for a just cause, our courage will never fail."—[Photo. by Photopress.]



A RETREAT THAT WAS "COVERED BY STRONG BRITISH REINFORCEMENTS": A PACKED TRAINLOAD OF BELGIANS FROM ANTWERP, AT MALDEGHEM.

The extrication of the bulk of the Belgian Army from Antwerp in face of the overwhelming German attacking force was a feat which has hardly been sufficiently appreciated. Its success also reflects little credit on the German Army. At the time of writing the details of the Belgian retirement have not been made known, but it is thought that the fighting near Ghent on the night of October 12-13 was

connected with it. The above photograph was taken at Maldegheem, on the railway between Ghent and Bruges. In the official Admiralty report of the evacuation of Antwerp it was said: "The retreat of the Belgian Army has been successfully accomplished . . . the retreat from Ghent onwards of the Naval Division and of the Belgian Army was covered by strong British reinforcements."



TINSEL FLUTTERING DOWN TO "UNMASK" BRITISH GUNS: A GERMAN MONOPLANE DROPPING

It was found, the official "eye-witness" with the British Army told us the other day, that until our airmen made their influence felt, by chasing all the hostile aeroplanes on sight, these craft were "continually hovering over our troops to 'register' their positions and to note where headquarters, reserves, gun-teams, etc., were located. If a suitable target is discovered, the airman drops a smoke-ball directly over it or lets

fall some strips of tinsel which glitter in the sun as they slowly descend to earth. The range to the target is apparently ascertained by those near the gun by means of a large telemeter, or other range-finder, which is kept trained on the aeroplane so that when the signal is made the distance to the target vertically below is at once obtained. A few rounds are then fired, and the result is signalled back by the aviator



STRIPS WHICH GLITTER IN THE SUN AND SHOW THE POSITION OF OUR ARTILLERY.

according to some pre-arranged code." In our illustration the German monoplane has just dropped some tinsel, seen in a tangle to the right rear below its tail. It has just passed over our artillery in action. On the road to the left are British troops, moving to reinforce. The German gunners for whom the aeroplane is range-finding are in position, waiting to open fire as soon as they have checked the distance

from the falling tinsel, beyond the river seen to the right. Their whereabouts is necessarily beyond the limits of the drawing. As our illustration also shows, the German monoplane is of the Taube type, so called because of its general resemblance in outline to a dove, or pigeon—in German "Taube"—a steel bird of death.—*Lesson by H. W. Koshlbaum.*



HELD UP OWING TO THE MINES IN THE NORTH SEA: A FLEET OF FISHING-BOATS IDLE AT FLUSHING.

The danger to navigation caused by the promiscuous mining of the North Sea by the Germans has done much harm to neutral shipping and fishing industries. The British Admiralty, on the other hand, when compelled to take similar action, gave due warning to neutrals as to the areas endangered. "The German policy of mine-laying," ran the official statement, "combined with their submarine activities,

makes it necessary on military grounds for the Admiralty to adopt counter-measures. His Majesty's Government have, therefore, authorised a mine-laying policy in certain areas . . . upon a considerable scale." After specifying the mined areas, the statement continued: "It must not be supposed that navigation is safe in any part of the southern waters of the North Sea."—*Photograph by J. H. Harp.*



THE GERMAN ADVANCE-GUARD IN GHENT: A PARTY OF CYCLISTS AND OTHER TROOPS OUTSIDE THE HOTEL DE VILLE.

It was announced on the 14th that the Germans had occupied Ghent. First some scouts entered the town in the early morning, and about noon there arrived a body of cyclists, Uhlans, and infantry, with officers, who conferred with the civic authorities. Ghent having been declared an open town, no resistance was offered to the German occupation, but many of the inhabitants left their homes and

started to walk to Bruges and Ostend. The American Vice-Consul, Mr. Van Hee, went to Brussels to ask the German military governor that troops in Ghent should be posted only in certain quarters, so as to avoid collisions with the townspeople. On the night of October 12-13 severe fighting was reported near Ghent, and many wounded were brought into the town.—[Photo. by Sport and General.]



THE NEW ROMANCE OF THE ROAD IN MODERN WAR: THE MOTOR-CYCLIST DESPATCH

That new romance which Kipling discovered in the engine and the machine has invaded the realm of war, and, while banishing some of the old-time picturesqueness, has introduced a fresh element which is equally inspiring. The motor-cyclist despatch-rider is a case in point. His literally "fery steed" bears the same relation to that of the horseman whom he has largely supplanted as does the motor-car to the stage-coach. In the present war, the work of the British motor-cyclists has been warmly praised by the Allied commanders, whom they have enabled

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LAST DESPATCH-RIDER ON HIS DANGEROUS ERRAND.—FROM THE PAINTING BY FRÉDÉRIC DE HAENEN.

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to maintain constant communication along the vast front of some 250 miles. The new despatch-riders, who are attached to the Royal Engineers, have had many adventures and casualties in their perilous work. A very interesting account of his experiences therein was given by a young Cambridge undergraduate only a few days ago. He mentioned that at the outset of war he was one of about 75 British motor-cyclists who crossed to Havre and went to the front. The writer had narrow escapes from German cavalry patrols, past whom he dashed at top speed.



SHOWING THE SCAFFOLDING ON THE CATHEDRAL WHICH THE GERMAN SHELLS IGNITED: RHEIMS DURING THE GERMAN OCCUPATION.

Although we have previously illustrated the damage done to Rheims Cathedral by the German bombardment, we give these further photographs of the same subject because of their vivid character, and because they are only just to hand. They are especially interesting, too, in view of the recent German threats to renew the bombardment. In a Berlin war-bulletin of October 15 it was alleged: "We have

received confirmation that two heavy French batteries are stationed in close proximity to the Cathedral in Rheims, and that light signals have been observed from the tower. It is obvious that all measures taken by the enemy that may bring harm to our troops will be combated without consideration for the preservation of the Cathedral, and the French will have themselves to blame if this sacred edifice is

(Continued opposite.)



THE DESECRATION OF RHEIMS CATHEDRAL, WHICH THE GERMANS RECENTLY THREATENED TO BOMBARD AGAIN: THE FIRE OF SEPT. 19.

sacrificed in the battle." The argument appears to be that in making an unprovoked invasion of another country one need hold nothing sacred if it happens to get in the way. In reply to the Germans' excuses may be cited an impartial observer, a distinguished American architect, Mr. Whitney Warren, of New York. His detailed account of the damage done to the Cathedral was given in the "Times"

of October 5. He mentions that during their occupation of Rheims the Germans established an observation-post in the north tower with a searchlight. This they took away. When the French re-occupied Rheims some officers occasionally mounted the tower, but desisted at the request of the priests. "The destruction caused by the Germans seemed ruthless and useless." *The Illustrated War News*



THE GERMAN BOMBARDMENT OF RHEIMS RENEWED: HAVOC IN A CEMETERY.

It was stated on the 15th that the bombardment of Rheims Cathedral was being continued by the Germans, and in the German official war news of the same date an attempt was made to throw the responsibility for the outrage on the French. "We have received confirmation," said the German bulletin, "that two heavy French batteries are stationed in close proximity to the Cathedral in Rheims,



AGAIN THREATENED BY GERMAN GUNS: RHEIMS CATHEDRAL--THE WRECKED ROOF.

and that light signals have been observed from the tower. It is obvious that all measures taken by the enemy that may bring harm to our troops will be combated without consideration for the preservation of the Cathedral, and the French will have themselves to blame if this sacred edifice is sacrificed." The right-hand photograph shows the roof of the nave destroyed by fire. --(Photo. of Cemetery by C.N.)



IN LOYAL SOUTH AFRICA: TRANSVAAL SCOTTISH, AND OTHER TROOPS, GOING TO THE FRONT.

As General Botha arranged with the British Government at the outset of the war, the 7000 British regulars in garrison in South Africa were withdrawn and the safeguarding of the country committed to the Union Permanent Defence forces. These, comprising the South African Mounted Rifles and batteries of horse and garrison artillery, have been supplemented by the calling-out of 7000 men of the second

line, the Citizen Force—5000 infantry, and 2000 horse, in commands of varying strength, drawn from Natal, the Transvaal, the Orange State, and Cape Colony. Photographs 1 and 3 show men of the Transvaal Scottish leaving Johannesburg. Photographs 2 and 4 are farewell scenes, the one with Transvaal Scottish (with khaki aprons), the other with troopers of a commando. (Photo by W. G.)



THE GERMANS AS DIGGERS-IN FOR BATTLE: A SHELTER-TRENCH ABANDONED BY THE ENEMY.

Our illustration will give an idea of the way in which the Germans dug themselves in over miles of country during the battles in Northern France on the invaders turning to bay after the retreat from the Marne. They are continuing to entrench themselves in a similar manner along the positions they hold between the Aisne and the Belgian frontier. The trenches along the Aisne, it is now known, were

mostly prepared beforehand while the fighting on the Marne was going on. To all intents they are siege-trenches, out of which the Germans have had to be either shelled or driven by means of parallel trenches, continually sapped closer and closer until near enough for a rush in with the bayonet—a *dénoûment* for which the enemy seldom stayed.—[Photo. by Chasson-Flavien.]



WILL THEY FIGHT AGAINST GERMANY? PORTUGUESE LANCERS AT STRENUOUS TRAINING.

The sympathy of Portugal with England has been increasing, and it was stated last week that a partial mobilisation of the forces had been ordered. These comprise the Active Army and a territorial Militia. On a peace footing the Active Army numbers some 30,000 men, the soldiers serving for ten years. There are 35 infantry regiments, 11 cavalry regiments—a squadron of one of which our illustration shows at exercise

across country, 63 batteries of field artillery, and 2 of horse, with 6 mountain batteries, and 20 garrison batteries. The oversea Portuguese garrisons consist of two line regiments, at the Azores, and one regiment at Madeira, with three garrison artillery batteries. A Colonial army, partly European, partly native, garrisons the colonies on the West Coast of Africa, Mozambique, India, etc.—[Photo. by C.N.]



A BRITISH BATTLE-CRUISER RECENTLY BUILT ON THE CLYDE: H.M.S. 'TIGER.'

The new British cruiser 'Tiger' is likely to be a very welcome and powerful addition to Sir John Jellicoe's Fleet, and should be an invaluable unit when at length the time arrives for the German High Seas Fleet to quit the neighbourhood of the Kiel Canal and try conclusions in the open sea. It may be said that in gun-power and armour-protection she is quite as formidable as she looks in her

photograph. Our modern 'Tiger,' at any rate, will do well if when 'the Day' does come she proves herself as successful at sea as have been our many previous 'Tigers' of the Royal Navy, one of which fought a peculiarly tigerish battle during Charles the Second's reign, heroically challenging to single combat and vanquishing an enemy of superior force.



TO GET THE BIG KRUPP'S TO THE FRONT: ONE OF THE SPECIAL ESSEN RAILWAY WAGONS FOR ARTILLERY.

Of the many parts that the railways are playing in the western field of operations none, certainly, are likely to be of more vital importance than the facilities they afford for the transport of the heavy ordnance whose performances have been the surprise of the war. In this connection it is of curious interest to examine the map of the Westphalian country and note the elaborate system of railways that

radiate from the neighbourhood of the Krupp foundries at Essen, providing alternative routes for the conveyance of the heaviest cannon. As part of their marvellously complete organisation, the Krupp management provide specially constructed railway wagons, a photograph of one of which we give. The gun shown is one of the heavier German naval pieces, weighing upwards of seventy tons.



INDIAN CAVALRY TO FIGHT IN EUROPE FOR BRITAIN: BENGAL LANCERS ON THE MARCH IN FRANCE.

No details are forthcoming as to the numbers of the Indian Contingent landed in France or its composition. All arms, however, are in the field, and among them, as our photograph shows, troopers of the Bengal Cavalry, whose capabilities as first-class fighting men will be in evidence for the enemy at an early date. Most of them are Lancers, and no soldiers in the world are cleverer horsemen. The

regiments number between 600 and 700 of all ranks, with 10 British officers each and from 17 to 19 native commissioned officers. They are organised in four squadrons, composed variously of Punjab Mussulmans, Sikhs, Jats, Dogras, Pathans, Mahrattas, Rajputs, the pick of the fighting races of the East.—[Photograph by Record Press.]



INDIAN INFANTRY TO FIGHT IN EUROPE FOR BRITAIN: TROOPS ON THE MARCH IN FRANCE.

With regard to the infantry of the Indian Regular Army taking part in the war in France, it is, of course, known that several battalions of Gurkhas will be at the front, also regiments of Sikhs. The no less formidable Punjab Mussulmans are also largely represented in the Indian Contingent, men of the type of infantry shown in our photograph. They supply, indeed, some of the best fighting material to

other arms, forming exceptionally smart soldiers, capable of standing, as well as giving, hard knocks. There are, too, certainly some of the Pathan corps from the Afghan frontier, besides Jat and Dogra and Rajput foot regiments. Between 900 and 950 of all ranks constitute an Indian battalion, including some 12 British and 16 to 18 native commissioned officers.—*Photograph by Record Press.*



THE GERMAN VIEW: A THANKSGIVING FOR VICTORY!

There could be no more appropriate spot for a German thanksgiving service than the monument of Bismarck, "the man of blood and iron." His heartless creed has produced many disciples during the German operations in Belgium and Northern France. No surprise, therefore, can be felt that the Bismarck Memorial should be chosen as the scene of an open-air religious service in connection with the war.

THE GERMAN VIEW: A TEUTONIC TRIUMPH PROPHESED BY POST-CARD.

In their war-cartoons, as in their Press utterances, the Germans display great confidence in their ultimate victory. They are apt to count their chickens before they are hatched, as in the case of the peace terms to France recently ascribed to a German Ambassador. At present Fritz has not quite got the whip hand of Tommy Atkins, Ivan, and Piou-Piou, as suggested by this post-card cartoon.



RUSSIA'S HOLY WAR: A PUBLIC SERVICE IN THE RED PLACE, MOSCOW, TO CELEBRATE THE RUSSIAN VICTORIES IN GALICIA.

Our Russian allies entered the great struggle against German militarism in a spirit of religious fervour. "One of the commonest headings in Russian papers is 'Holy War,'" wrote Mr. Stephen Graham recently in the "Times." "A war, if it is going to have any success in Russia, must be a holy war. . . . This war is holy to everyone, and its motto is getting rid of the German spirit in life, getting rid of

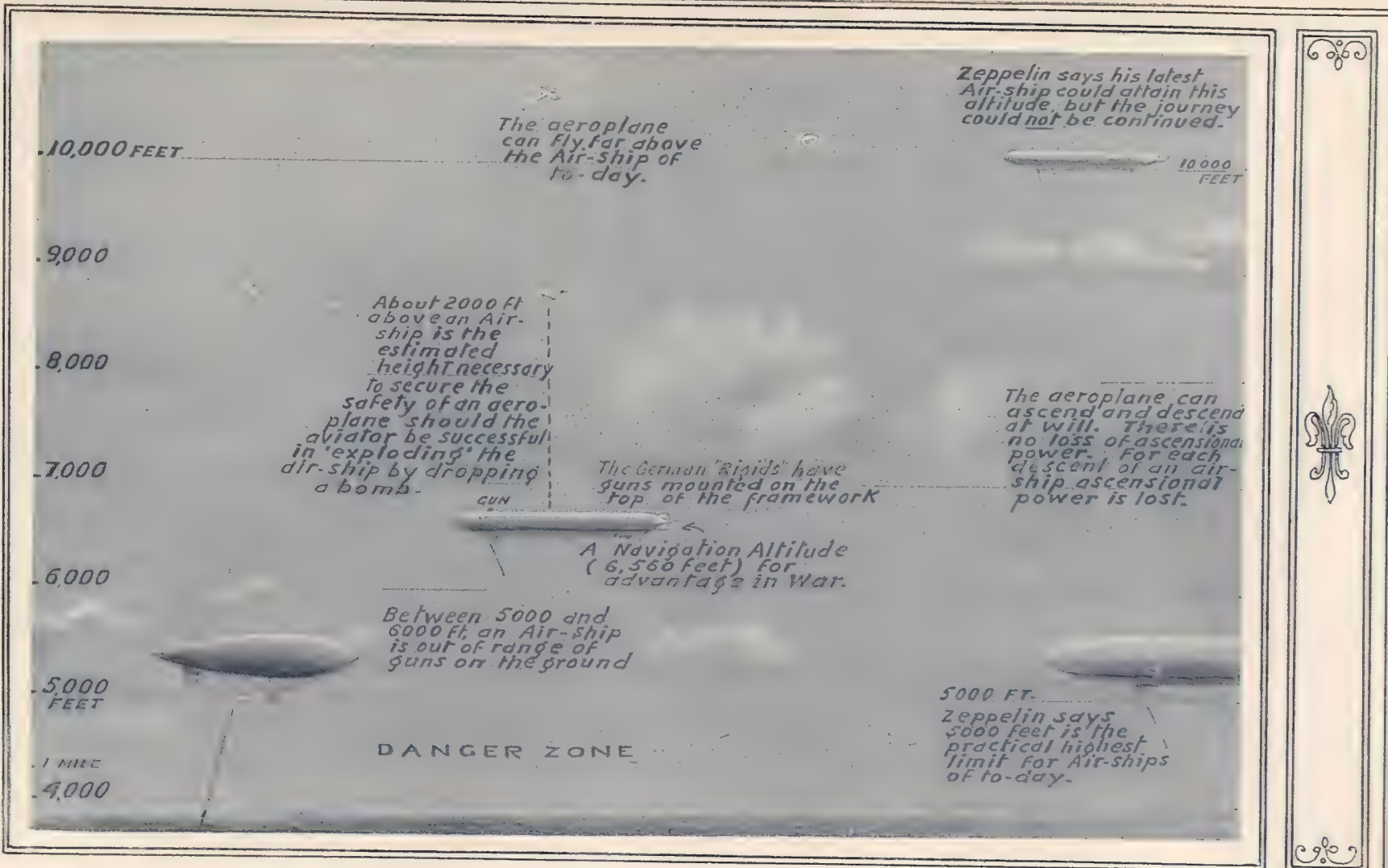
the sheer materialistic point of view. . . . The great spiritual power of the war has worked miracles in the social life of the people. . . . Will not Russia emerge greater than before—the true mother of the Slav races? Will not the Eastern Church remain unshaken, surer of itself, with all its heritage of early Christian tradition and present-day spiritual strength?"—*Photograph by Illustrations Bureau.*



POSTCARDED IN GERMANY AS HEROES: THE CREW OF SUBMARINE "U 9," WHICH CLAIMS TO HAVE SUNK OUR THREE CRUISERS UNAIDED.

The "U 9" claims to have sunk all the three British cruisers, "Aboukir," "Hogue," and "Cressy," though it has been stated that several German submarines were concerned in the action. This photograph of the officers and crew of the "U 9" is so popular in Germany that it has been published as a picture-postcard as here reproduced. The inscription may be translated thus: "Our Heroes! The crew of

the Submarine 'U 9' with its Commander, Lieutenant-Commander Weddigen, who have returned unhurt after their heroic deed on September 22 by means of which three English cruisers were sunk." An account by the German commander appeared in an American paper. In it he paid a tribute to the British crews, who, he said, "were brave, true to their country's sea traditions."



THE MENACE OF THE ZEPPELINS: ALTITUDES AT WHICH DIRIGIBLES ARE EXPOSED TO GUN-FIRE OR AEROPLANE ATTACK.

The possibility of Zeppelin raids over this country and over the Fleet at sea has been so much discussed that the question of the conditions attending war operations in the air has become one of great importance. As the above diagram shows, an aeroplane can rise higher than an air-ship, and is not subject to that loss of ascensional power which an air-ship suffers by each descent it makes. The

danger zone for air-craft from gun-fire from below is anything up to 5000 feet, but the difficulty of hitting them is considerable. It is generally thought that air-ships could be more successfully attacked by means of aeroplanes dropping bombs on them from above. Some of the Zeppelins have a gun on top to defend themselves against such attack.—[Drawn by W. B. Robinson.]



PREPARING A TORPEDO-FROM-THE-AIR SURPRISE? A ZEPPELIN OVER LAKE CONSTANCE—AFTER PROJECTILE-DROPPING PRACTICE.

It was reported a few weeks ago that the Germans were preparing an unpleasant surprise for the British and French fleets. Every dark night for six weeks, according to the story, a Zeppelin left its hangar at Friedrichshafen, on the German shore of Lake Constance, and proceeded to carry out bomb-dropping experiments at a height of about 1000 feet over the water. The missiles, it was said, were "basket-

shaped" and contained torpedoes. Fifty of them were dropped with great precision and rapidity, and the explosion caused was terrific, sending up a great column of water. It might be added that, at 2000 feet, a Zeppelin would be in great danger from gun-fire. As shown in a diagram on another page, 5000 feet is the limit of the danger-zone.—[Photograph by Knox.]



SUNK BY A SUBMARINE IN THE NORTH-SEA: H.M.S. - "HAWKE."

The "Hawke" was one of six turtle-back steel-deck "protected" cruisers without side-armour, built twenty years ago, and was brought back to active service from training-ship duty. She was of 7350 tons, with a speed originally of 19 knots, but latterly only 15, mounting a pair of early type 9'2 guns, with 10 6-inch quick-firers. Her nominal complement was 522 officers and men.—[Photo. by L.N.I.]



SHOT FOR SELLING INFORMATION TO THE GERMANS: A FRENCH TRAITOR.

This unhappy French soldier was bribed by the Germans, for a hundred francs, to signal to them the position of the French guns near Rheims. Thus he sold the lives of his comrades, so to speak, for "thirty pieces of (German) silver." He paid the penalty for his treachery with his life: but was it not a greater crime to tempt him?—[Photo. by Topical]



THE SINKING OF FOUR GERMAN DESTROYERS: AN "L" CLASS DESTROYER.

The "L" class, to which belong the four destroyers which performed the dashing feat of sinking four German destroyers off the Dutch coast on October 17, comprises twenty vessels which are of 965 tons each and among our new ships. They are remarkable for their lofty forecastles, use oil fuel, are of 29 knots speed, carry each 3 4-inch guns and 4 torpedo-tubes, and 100 officers and men.—[Photo. Frank.]



PAYING OFF THE SCORE: CAPTAIN C. H. FOX, WHO SANK FOUR GERMAN DESTROYERS. Captain Cecil H. Fox, of the light-cruiser "Undaunted," who successfully conducted the brilliant affair off the coast of Holland in which four German destroyers were sunk, was in command of the "Amphion" when she was mined. He was appointed to the "Faulknor," a "destroyer-leader," purchased while being built for Chile, but was transferred to the "Undaunted" a few days ago.—[Photo. by Russell.]



SUCCESSFUL IN BEATING BACK MANY GERMAN ATTACKS : LIEUT.-GENERAL SIR DOUGLAS HAIG. Of Lieut.-General Sir Douglas Haig, Field-Marshal Sir John French, in his latest despatches, says : " I cannot speak too highly of the valuable services rendered by Sir Douglas Haig and the Army Corps under his command. Day after day and night after night the enemy's infantry has been hurled against him in violent counter-attack which has never on any one occasion succeeded."—[Photo. by H. Walter Barnett.]



WORKING SYMPATHETICALLY WITH SIR JOHN FRENCH : GENERALS JOFFRE AND CASTELNAU. Field-Marshal Sir John French refers to the Commander-in-Chief of the French Army in terms of the highest esteem in his latest despatch, and mentions that in their recent meeting the French Commander was " most kind, cordial, and sympathetic." General Castelnaud, whose armies were the pivot of General Joffre's retreat to the Marne, put up a fine defence of the Eastern frontier.—[Chusseau-Flaviens]



THE GERMAN NAVY FIGHTING ON LAND: BLUEJACKETS ENTERING ANTWERP AFTER THE EVACUATION OF THE CITY.

The German battle-ships of the "High Seas" Fleet remaining inactive in or about the Kiel Canal, numbers of the German seamen and marines have been diverted to reinforce the army in the field and do soldiers' duty, for the most part apparently, so far, in Belgium. We published in the "War News" of October 7 a photograph of a German naval band practising in a Brussels street. The German naval

brigade were actively employed in the attack on Antwerp and took part in the triumphal march of the victors into the city, where a party of them are shown in our photograph passing down a street. A witness of the marching-in speaks of the "bluejackets of the naval brigade" going along "with caps worn rakishly and the roll of the sea in their gait."—[Photo. by Newspaper Illustrations.]



"MATERIAL" CAPTURED BY THE GERMANS AT ANTWERP: DÉBRIS OF THE BELGIAN RETREAT GUARDED BY GERMAN SAILORS ON THE QUAY.

The evacuation of Antwerp by the Belgians took place on October 7 and 8, and on the following day the city was occupied by the Germans. The fact that the bulk of the Belgian Army was able to make good its escape was in itself no inconsiderable feat, while the failure of the Germans, in spite of their greatly superior forces, to cut off the Belgians has been attributed by military critics to "sheer

incapacity." The Belgian soldiers who retreated from Antwerp had to do long and tiring marches, and some of the men were so footsore that they discarded their boots. A good deal of other equipment had to be abandoned at various places, and this the Germans afterwards collected on the quay at Antwerp.—
[Photograph by Newspaper Illustrations.]



A USELESS MASS OF WRECKAGE LEFT TO THE ENEMY: AN ANTWERP FORT DESTROYED BY THE BELGIANS.

As soon as it became apparent to General Deguise and the officers in charge of the defences of Antwerp that the evacuation of the place could not be delayed, orders were issued for the forts still held by the Belgian forces to be blown up as completely as possible and the breeches of the guns blown away or otherwise rendered unserviceable. Those measures, it is stated, were carried out satisfactorily, the

magazines in the forts being fired before the retirement of the Belgian garrison took place, rendering the abandoned fortress useless to the enemy. Our photograph gives a telling idea of how thoroughly the process of destruction was effected. The wrecked work shown is Fort De Stabroek, one of the outer line of the Antwerp forts on the north, close to the Dutch frontier.—[Photo. by Alfieri.]



HOW NON-COMBATANTS SUFFER AT GERMAN HANDS: A WRECKED BEDROOM IN ANTWERP AFTER THE BOMBARDMENT.

Our illustration of a room in a Belgian house after the invaders had shelled the city, is one of many pictorial records of a similar kind, and is calculated, by its mute story of ruin and destruction, to bring the misery of war home "to men's business and bosoms." A modest room, simply and prettily furnished, with its little nest of hanging book-shelves, its simple paper, its homely "still life" picture:

its morning "tub," its "prettinesses" and its home-comforts, all in one miserable welter of destruction, tell their own story, and it calls for little imagination to picture such a scene multiplied by hundreds, and to arouse sympathy with the unhappy Anversois who, though non-combatants, are made to suffer so harshly by the war.—[Photo. by Alfieri.]



A PILLAGER OF CHÂTEAUX? THE GERMAN CROWN PRINCE—AT THE FRONT.

Baroness de Baye, writing to the French Press, stated the other day that the German Crown Prince, passing two days in the old château at Baye, near Champaubert, himself pillaged the museum, taking arms, jewels, medals, presents from the Tsar, and other relics. The German Ambassador at Rome protested against the accusation. Then the Baroness repeated the charge.—[Photo. by Illustrations Bureau.]



MEMORIES OF 1870: THE EMPRESS EUGÉNIE MAKES HER HOUSE A HOSPITAL.

The Empress Eugénie, if anyone, has cause just now to be moved by sad memories of 1870, as well as by sympathy with the wounded. She has converted part of her beautiful home at Farnborough Hill into a military hospital, and has subscribed generously to the funds of the Red Cross Society. She makes a daily round of greeting among the wounded men at her house.—[Photo. by Alfieri.]